**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

1.-26. (canceled)

27. (currently amended) A control apparatus of an internal combustion engine comprising:

a brake booster for increasing a brake force of a brake by using a negative pressure of an intake pipe employed in the internal combustion engine; and

an ignition retarding control means for executing ignition retarding control to retard an ignition timing at a cold start in order to promote an operation to heat a catalyst for cleaning exhausted gas,

wherein the ignition retarding control means starts the ignition retarding control after a predetermined time lapses since a start, and

the predetermined time represents a period of time beginning at a start of the engine and ending at a time that the negative pressure of the intake pipe reaches a predetermined value so that a proper negative brake force of the brake booster can be assured and so that the ignition retarding control to retard the ignition timing is only applied when the negative pressure has reached the predetermined value.

28. (currently amended) A control apparatus of an internal combustion engine comprising:

a brake booster for increasing a brake force of a brake by using a negative

pressure of an intake pipe employed in the internal combustion engine; and

an ignition retarding control means for executing ignition retarding control to retard an ignition timing at a cold start in order to promote an operation to heat a catalyst for cleaning exhausted gas,

wherein the ignition retarding control means starts the ignition retarding control after a predetermined time lapses since a start, and

the predetermined time represents a period of time beginning at a start of the engine and ending at a time that the negative pressure of the brake booster reaches a predetermined value so that a proper negative brake force of the brake booster can be assured and so that the ignition retarding control to retard the ignition timing is only applied when the negative pressure has reached the predetermined value.

29. (canceled)

30. (currently amended) A method of controlling an internal combustion engine, the method comprising:

increasing a brake force of a brake by using a negative pressure of an intake pipe employed in the internal combustion engine; and

executing ignition retarding control to retard an ignition timing at a cold start in order to promote an operation to heat a catalyst for cleaning exhaust gas,

wherein execution of the ignition retarding control is started after a predetermined time lapses since a start, and

the predetermined time represents a period of time beginning at the start of the engine and ending at a time the negative pressure of the intake pipe reaches a predetermined level so that a proper negative pressure of a brake booster can be assured and so that the ignition retarding control to retard the ignition timing is only applied when the negative pressure has reached the predetermined level.

31. (currently amended) A method of controlling an internal combustion engine, the method comprising:

increasing a brake force of a brake by using a negative pressure of an intake pipe employed in the internal combustion engine; and

executing ignition retarding control to retard an ignition timing at a cold start in order to promote an operation to heat a catalyst for cleaning exhaust gas,

wherein execution of the ignition retarding control is started after a predetermined time lapses since a start, and

the predetermined time represents a period of time beginning at the start of the engine and ending at a time a negative pressure of a brake booster, which performs the increasing of the brake force of the brake, reaches a predetermined level so that a proper negative pressure of the brake booster can be assured and so that the ignition retarding control to retard the ignition timing is only applied when the negative pressure has reached the predetermined level.

32. (currently amended) A method of controlling an internal combustion engine, the method comprising:

increasing a brake force of a brake by using a negative pressure of an intake pipe employed in the internal combustion engine; and

executing ignition retarding control to retard an ignition timing at a cold start in order to promote an operation to heat a catalyst for cleaning exhaust gas,

wherein execution of the ignition retarding control is started after a predetermined time lapses since a start, and

the method further comprises measuring a time period beginning at the start of the engine and ending at a time when the negative pressure of the intake pipe reaches a predetermined level, and storing the measured time period in a memory for later use as the predetermined time so that the ignition retarding control to retard the ignition timing is only applied when the negative pressure has reached the predetermined level.

33. (currently amended) A method of controlling an internal combustion engine, the method comprising:

increasing a brake force of a brake by using a negative pressure of an intake pipe employed in the internal combustion engine; and

executing ignition retarding control to retard an ignition timing at a cold start in order to promote an operation to heat a catalyst for cleaning exhaust gas,

wherein execution of the ignition retarding control is started after a predetermined time lapses since a start, and

the method further comprises measuring a time period beginning at the start of the engine and ending at a time when a negative pressure of a brake booster, which performs increasing the brake force of the brake, reaches a predetermined level, and storing the

measured time period in a memory for later use as the predetermined time so that the ignition retarding control to retard the ignition timing is only applied when the negative pressure has reached the predetermined level.